

IN THE MATTER OF THE VACATION OF a portion of THE PLAT OF FIRST RAILROAD ADDITION TO DES MOINES, petitioned for by Monte B. Powell, and others, the Council finds as follows:

FIRST: That the petition for vacation was filed on the 11th day of April, 1969, and the Department of Public Works was duly directed to make an examination and a report in writing thereon; that the King County Council fixed the 6th day of October 1969 as the date of hearing on said report, and caused due notice of said hearing to be given as provided by law.

SECOND: That on the 8th day of July, 1969, the Acting Director, Department of Public Works filed in the office of the County Council his report in writing as provided by law as follows:

"..we have investigated the above named petition and find that the streets are not improved for travel. We have contacted the several utilities serving the area and are advised that necessary easements have been secured.

"The Department of Planning has also been notified of the petition and it reports that favorable action thereon would not be in conflict with the principles and purposes of the Comprehensive Plan, and the specific plans in the vicinity of the proposed vacation, provided that final approval is given to a re-plat or PUD.

"The petitioner has received preliminary approval of the first division of a Planned Unit Development for the area, called Huntington Park West, PUD-P 69-23. We understand that there will be two subsequent divisions which will be submitted in the future.

"We consider the petitioner's proposal for a replat and a PUD in the area is reasonable and find that the existing street rights of way are not of value to the County road system. We, therefore, recommend that the petition be granted. We also recommend that a date of hearing not be scheduled until the tracings of the final plats of all divisions are received in our platting department.

THIRD: That on the 20th day of August, 1969, the Acting Director, Department of Public Works filed in the office of the County Council an additional report in writing as provided by law as follows:

"..the vacation area will be occupied by a Planned Unit Development and a final plat tracing will not be available until construction is completed and "as built". We recommend that a hearing date be set and the petition be granted on a portion of the property hereinafter described.

FOURTH: Petitioners have requested this vacation for the following reasons as set forth in their petition.

1. A new and better land use plan for this property has been developed and approved as a Planned Unit Development, and a preliminary plat has been approved in conjunction with the Planned Unit Development.

2. The lot and road patterns as approved in 1890 do not meet the standard of modern subdivision design. The lots are too small for model homes and the streets occupy an excessive amount of the area.
3. The values of the surrounding properties will be enhanced by the development of our property in a pattern appropriate to modern-day living.

FIFTH: That upon such hearing, proof of service of such hearing having been made by the Acting Director, Department of Public Safety, the Council having proceeded to hear said petition for vacation and objections thereto, the hearing having been concluded and the King County Council having considered the same, finds:

That the property sought to be vacated is a benefit to the public by said vacation, now, therefore,

IT IS HEREBY ORDAINED that the following described property be vacated in accordance with the recommendation of the Acting Director, Department of Public Works:

"Those portions of Blocks 19, 24, 25, 31, 36 and 43 in the plat of FIRST RAILROAD ADDITION TO DES MOINES, recorded in Volume 4 of Plats on page 90 in records of King County, Washington; TOGETHER WITH adjoining streets and alleys, more fully described as follows:

"Beginning at the intersection of the Easterly right of way margin of Puget Sound Marine View Drive South (Sign Route 509) with the centerline of South 248th Street; thence North $0^{\circ}08'17''$, East along said highway margin 110.00 feet to the Northwest corner of the South 20 feet of Lot 28 in Block 43 of said Addition; thence South $89^{\circ}43'55''$ East along the North line of said lot and an Easterly prolongation thereof 115 feet to the Easterly margin of the alley in said Block; thence North $0^{\circ}08'17''$ East along said alley margin line 155.00 feet to the Northwest corner of Lot 7 in said Block 43; thence South $89^{\circ}43'55''$ East along the prolongation of the North line of said Lot 7 a distance of 160.00 feet to the Northwest corner of Lot 22 in Block 36 of said Addition; thence North $0^{\circ}08'17''$ East along the West line of said Block 36 a distance of 75.00 feet to the Northwest corner of Lot 19 in said Block; thence South $89^{\circ}43'55''$ East along the North line of said lot 100.00 feet to the East line of said lot; thence South $0^{\circ}08'17''$ West along said East line 25.00 feet to the Southeast corner of said lot; thence South $89^{\circ}43'55''$ East 290.00 feet to the Northwest corner of Lot 5 in Block 31 of said Addition; thence North $0^{\circ}08'17''$ East along the East line of the alley in said Block 31 a distance of 100.00 feet to the Northwest corner of Lot 1 in said Block; thence South $89^{\circ}43'55''$ East along the South margin of South 247th Street 267.50 feet to the centerline of the alley in Block 24 of said Addition; thence South $0^{\circ}08'17''$ West along said alley centerline 387.27 feet to intersect the arc of a curve at a point from which the center lies North $04^{\circ}03'36''$ east and 465.00 feet distant; thence Easterly along said curve to the left through a central angle of $17^{\circ}53'02''$ an arc

distance of 145.14 feet to a point of tangency; thence North 38°29'20" East 85.62 feet to the beginning of a curve to the right with a radius of 60.00 feet; thence Easterly and Southerly along said curve through a central angle of 208°26'32" an arc distance of 218.28 feet to a point of tangency; thence South 66°55'52" West 96.48 feet; thence South 76°31'45" West 39.07 feet to the beginning of a curve to the right with a radius of 535.00 feet; thence Westerly along said curve through a central angle of 22°14'28" an arc distance of 207.67 feet to a point of reverse curvature and the beginning of a curve to the left with a radius of 1215.00 feet; thence Westerly along said curve through a central angle of 10°18'55" an arc distance of 218.74 feet to a point of tangency; thence North 89°43'55" West 374.90 feet; thence South 0°08'17" West 25 feet to the Southerly margin line of South 248th Street; thence North 89°43'55" West along said margin line 275 feet to a point on the East margin of Puget Sound Marine View Drive South; thence North 0°08'17" East along said highway margin 40 feet to the point of beginning.

PASSED this 20th day of October, 1969.

COUNTY COUNCIL
KING COUNTY, WASHINGTON

Robert B. Dunn
VICE Chairman

ATTEST:
Clerk of the Council

Ralph R. Stender
Clerk

APPROVED this _____ day of _____

1969.

DEEMED ENACTED WITHOUT
COUNTY EXECUTIVE'S SIGNATURE.

DATED: 10-30-69

County Executive

ORDINANCE READINGS

1st 10-6-69
2nd 10-20-69
3rd 10-20-69
Effective Date _____